

## THE REVOLUTION.

## THE CAPITULATION OF CANTON.

## THE VICEROY SEEKS ASYLUM IN HONGKONG.

Yesterday, in accordance with a decision previously arrived at, the independence of the city of Canton was declared by the Provincial Assembly, who, as is stated in the telegram we publish in another column, nominated Viceroy Chung and General Lung, the Officer Commanding the Troops in the City, President and Vice-President, respectively, of the new Government. We learn that when it was suggested at a meeting held on the previous day that the Viceroy and the General, together with Admiral Li, should form a Provisional Government, the Viceroy communicated his refusal to act. Our correspondent, who telegraphed at 1.20 p.m. yesterday, mentioned that the Viceroy and General had disappeared.

The Viceroy came down to Hongkong on H.M.S. *Handy*, and we understand he is staying here with a comrade. Admiral Li is stated to have come down with the Viceroy.

At the Legislative Council meeting yesterday afternoon, H. E. the Governor (Sir Frederick Luard) made the following reference to the arrival of the Viceroy in Hongkong:—“Before

I deal with the subject under consideration, it will no doubt be of interest to the Council if I inform them of the latest news which has reached me of the absorbing events which are occurring on the other side of our frontier. His Majesty's Consul General has just telephoned to me that at 1 p.m. last night the city of Canton declared itself an adherent of the new party, a declaration in which H. E. the Governor-General concurred in the hope of preventing terrible bloodshed. His Excellency has, however, decided to leave Canton and seek a very temporary asylum in Hongkong.

It is a British tradition that hospitality is never refused to those who seek in distress, and I have every confidence that the Chinese Community of this Colony, whatever their political sympathies may be, will be glad to afford hospitality to a guest who is a high official, who has done his utmost to prevent bloodshed, and has, so far as we can judge, been wonderfully successful in his efforts to this end.”

Reports were current in the Colony yesterday that fighting was in progress in Canton, but this is contrary to our information, and is, we think, improbable, especially if it be true that the Taishan troops, who number about 4,000, view as objects of the revolution sympathetically. We understand that the Manchu soldiers in Canton do not number more than about 300.

## FOOCHOW FALLS.

The fall of Foochow has been many times reported through native sources, but the formal declaration was not made until yesterday.

Telegrams received in the Colony indicate that there is no serious disturbance at the port.

## EFFECTS IN HONGKONG.

It is reported in Hongkong that many artisans and others are being induced to leave their occupations here and join the revolutionary army by the tempting offer of a salary of \$15 per month as a revolutionary soldier.

The trouble near the border of the New Territory has not developed. On Wednesday the Customs Stations at Samshui were destroyed, but nothing further has been reported in Hongkong.

## THE RISING AT WAICHOW.

FROM OUR CANTON CORRESPONDENT.

Wednesday, November 8th.

Several details concerning the revolutionary rising at Waichow (on the East River) are now to hand. In sending a telegraphic despatch to the Viceroy, General Chun first urgently asks for \$6,000 to pay the troops under him, as their pay is in arrears, and he fears disaffection; at the same time he asks for several thousand sick of rice to be sent, as the soldiers are short of food.

The East River is said to be very low just now, and it is impossible to get up a carrier of any size to assist the Imperial Forces. The General reports that while he has only two thousand men under him the rebels are well over five thousand, and their numbers are daily increasing. Because of this disparity of numbers the General has been forced to acknowledge that his troops have been worsted at all points, and that, after hard fighting, the city fell to the rebels late on the evening of Sunday. Reinforcements have been sent down to Shek Lung with orders to intercept the victorious rebels and prevent their arrival at Canton at all costs. The following will show how greatly the sympathy of the Waichow people is with the rebels. On November 3rd, the chief citizens received news from one Wu Wong Shun, who appears to be the revolutionary leader in this district, that the rebel forces would soon arrive. The people therefore laid in stores of crackers to greet them, and when at last they did come they were welcomed by a pyrotechnic display, which, however, soon gave place to the crack of rifles and the boom of cannon. The rebels first sent a notice to the Imperial troops calling on them to surrender, and as this was not done fighting commenced. It is said that the rebels respected all property in the city, and that no plundering of any kind occurred. Since their reverses the Government troops have removed to a place at some little distance from Waichow city called Fu On Ling, where they are anxiously awaiting reinforcements. The rebels are negotiating with the rebels in order to get the men to surrender and come over to the revolutionary side, but as yet these negotiations have met with no success. Waichow is about eighty miles east of Canton City, and lies to the east of Tung Koon district. The city of Shek Lung lies roughly half-way between the disaffected city and Canton. There is a large Hakkas element in the Waichow population, and the people are said to be turbulent and fond of fighting. For a long time past it has been known as one of the most disloyal districts in the Province.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—

HIS EXCELLENCE THE GOVERNOR, SIR FREDERICK JOHN DEATHY LUARD, C.M.G., C.B., D.S.O.

HIS EXCELLENCE MAJOR-GENERAL C. A. ANDERSON, C.B. (General Officer Commanding the Troops).

HON. MR. A. W. BREWIN, C.M.G. (Colonial Secretary).

HON. MR. C. G. ALABASTER (Attorney-General).

HON. MR. A. M. THOMSON (Colonial Treasurer).

HON. MR. W. CHATHAM, C.M.G. (Director of Public Works).

HON. MR. E. R. HALLIFAX (Registrar-General).

HON. CAPTAIN F. W. LYONS (Captain-Superintendent of Police).

HON. DR. HO KAI, M.B., C.M.G.

HON. MR. W. YUN, C.M.G.

HON. MR. E. POLLOCK, K.C.

HON. MR. C. H. ROSS.

HON. MR. E. OSBORN.

M. C. CLEMENTS (Clerk of Councils).

MINUTES.

The minutes of the previous meeting were read and approved.

## FINANCIAL MINUTES.

“THE COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial Minute No. 81, and moved that it be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

## THE STANDING COMMITTEES.

HIS EXCELLENCE On the first meeting after the 1st October I announced the Standing Committee for the coming year and said the Hon. Mr. Edes was appointed a member of the Public Works Committee. He has now left our Council, and we are glad to welcome back the hon. member at the end of the table on my right (Hon. Mr. Osborne), and I appoint him a member of the Public Works Committee in place of Mr. Edes.

## THE JUBILEE FOUNTAINS.

HON. MR. POLLOCK, pursuant to notice, asked the following question standing in his name:—Will the Director of Public Works state what steps are being taken for the repair or restoration of the Fountains which were presented and dedicated to the public in 1837 in commemoration of the Jubilee of Her late Majesty Queen Victoria?

The DIRECTOR OF PUBLIC WORKS, in reply, said:—Five fountains were erected in 1837, and there is record of their being repaired and brought into use on the occasion of the second Jubilee in 1837. During the past 14 years they have fallen into disrepair largely owing to two causes, viz., in the first place, they had been neglected as drinking fountains only, and it was found that the cups, chains and fittings were constantly stolen; and, in the second place, the conditions of water supply for the City have been greatly improved since 1837 that they are no longer needed. The Government of the day did not give any undertaking to maintain the fountains, and no special fund was assigned for the purpose. In the circumstances it is not proposed to spend money in restoring them.

## ARMS AND AMMUNITION AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the third reading of the Bill entitled “An Ordinance to amend the Arms and Ammunition Ordinance, 1900.”

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

## THE ESTIMATE.

The COLONIAL SECRETARY moved the second reading of the Bill entitled, “An Ordinance to apply a sum not exceeding Five million eight hundred and ninety-nine thousand seven hundred and seventy-six Dollars to the Public Service of the year 1912.”

The COLONIAL TREASURER seconded.

HON. MR. HEWETT—Your Excellency, I have been asked by my unofficial colleagues to reply in the first place to the remarks made by your Excellency three weeks ago in introducing the budget for the following year. Your Excellency went so fully into the details of the accounts that there are few subjects upon which you have not touched; therefore, for the sake of convenience, I will take your Excellency's speech as a text and follow the questions as dealt with by you. You began by speaking with regard to the general finances of the Colony and also dealt with questions of revenue, and later on you referred to what was supposed to be a satisfactory balance to the credit of the Colony. That is a question which I would prefer to deal with later on, and also the question of public works expenditure, to which your Excellency made special reference. I may say that this meets with the approval of the unofficial members who are very glad to think that the Government has taken into consideration the needs of the junior members of the service, men on small salaries, and that arrangements have now been made to enable them to return at more frequent intervals to their native country. This will help to meet their material and in the long run will benefit the Government service. The next point to which I wish to refer is with regard to the compensation received from the Imperial Government for loss of opium revenue. In the first year we received £19,000; this year I understand we received £12,000, and next year to receive a similar sum, making in all a sum of £33,000. This cannot be any manner of means to be considered by the unofficial members as satisfactory. We had a sort of half promise from the Imperial Government in carrying out a policy forced upon us—and forced upon them a more or less catch vote—that we should receive substantial compensation. We have had to face a very heavy loss, roughly, from £200,000 to £300,000 a year, which will go on increasing, and all they have given us is the miserable pittance of £340,000 in full satisfaction of the loss forced upon the Colony. This is unreasonable, and we want to make the strongest protest against such parsimonious treatment on the part of the Home Government. Those people who rightly or wrongly consider the closing of the divan was going to stop the opium habit were acting very sentimentally and a very important knowledge of the details of the case, and I think they should have the courage to recommend to the Home ratepayers at least that this Colony should receive adequate compensation for adopting a policy which was forced upon us. I can only repeat the statement made by Sir Frank Swettenham that the case to for as the Home Government is concerned is “our morals and other people's money.” The increase in revenue on postage from six to seven lakhs is extremely satisfactory, and I trust that the steps taken by the Government to prevent further fraud will result in a higher collection. One point in connection with the stamp duties was brought to my notice by my hon. friend on the left (the Colonial Treasurer); that is, the considerable sum of money paid out by insurance companies on life insurance

policies in this Colony. These policies are, I understand, cashed by the relatives of deceased Chinese, and no probate duty is paid. That is a matter I think which deserves looking into, and steps should be taken by the Government to see that they are not defrauded of any revenue in that direction. It is a small thing, still I am gratified to learn that your Excellency has decided to discontinue fall trees. I was one of those most strongly opposed to the policy inaugurated by Sir Matthew Nathan and Sir Henry May which resulted in vast tracts of land being denuded annually.

The only excuse for it was that we made a trumpery revenue out of the transaction. It was pointed out by those who supported this policy that you could not plant new trees until you had pulled down the old ones, but that did not seem a particularly sound form of argument. With regard to the public buildings, I made a note at the time of your Excellency's speech, and the remarks I made in connection with the Post Office were not fully reported in *Handard*.

Your Excellency spoke of the advisability of making a thoroughly good building while you were about it, or what you called a building for the future. The consequence is that part of the Post Office is at present empty, and the remarks I made in connection with the Post Office were not fully reported in *Handard*.

Another point of the building is very disappointing, but I am glad to see that at least, after so many years' delay, the Post Office and the Law Courts will disappear from the Council. I have spoken so often on the subject that I do not propose to say much more, except to express regret that—after an expenditure of \$2,000,000 on what ought to be the finest buildings in the Colony, we have such a miserable return for our money. Looking at the Post Office at close quarters, the building is very attractive, but viewed from the distance, it is disappointing.

If anybody is disposed to dispute my statement I would ask him to take a launch, go out into the middle of the harbour, and compare its appearance with Queen's Buildings. As for the Law Courts, I am not quite sure what to say about them, and who is responsible for the design I do not know. It was credited to a leading architect at home, but I cannot conceive that he could have invented such a thing as that. All the buildings round about are tall buildings, built on high basements, but this unfortunate building of solid granite is sunk right down, apparently by its own weight, until it stands knee-deep in mud, and is finished off at the top with a dome, a most ugly, common dome, probably supposed to look like St Peter's of Rome. The whole effect is most deplorable, and I can only express the hope that the “finest site in the Colony” will be built over, so that, at least from the harbour, the view of the Law Courts will be concealed. Now we come to the question of the Magistracy. In the report of this year's budget there is an entry of \$38,000 to be spent on this building during the year. On the same page of last year's budget there was a vote of \$20,000, none of which was spent, but I would call attention to the fact that in neither of these budgets is there any estimate as to the total cost of the building, and although we are asked to vote \$38,000 this year we are still quite in the dark as to what this building is going to cost. The question of extending new roads and light railways in the New Territory meets with the approval of unofficial members, and we are glad your Excellency has devoted so much attention and spent the considerable sums of money you have in this direction. We are sure it will be a great boon to people living in the New Territory. There is one item to which I would draw attention, namely the excellent carriage road as far as Taipo, and suggest that it be continued to the frontier. With regard to the appearance of Royal Square, to which I have just alluded, I am glad to know that the question of putting a satisfactory rail round the square has been decided upon, and I would like to suggest, as I have done in the past, that a low railing should be put in front of the four royal statues. These are used as playgrounds by school children. The statues are made of unpolished granite, and we all know how rapidly the stones will soil. That was suggested at the time the pillars were put up, and I would still urge that a railing be put in front to prevent people soiling the statues. As we have heard, there is great necessity for a new pier at Statue Square. This, however, if constructed, as it must be before very long, in view of the enormous increase of launch traffic in the Colony, will be a very expensive business, probably costing something like a couple of lakhs. We do not see that prospects have improved, although it is true that, owing to trouble in China, large numbers of people are coming into the Colony. The tram cars and the owners of property may benefit, but that does not make for good trade. As matters have now developed in China, affairs cannot but be considered very serious, and it is quite impossible to say when trade will resume its normal volume, probably not for many months, and although on the face of it we are well off, it is absolutely necessary that the strictest economy should be exercised. I now come to the most important portion of the Budget, the Public Works Department. For several years past I have had the honour of being asked by my colleagues to reply to the Governor's Budget speech, and on every occasion I have drawn attention to the waste of time and money caused through the dilatory manner in which the various works under discussion were being constructed. We regret to find that in this respect there is no sign of improvement. Last year I asked for some assurance that an improvement might be made in this direction, and that we should not on that, the one occasion of the year when we could fully criticise the policy of the Government in the interests of the ratepayers, be put off with unsatisfactory replies, but I can not say that the reply was satisfactory. We entirely agree with your Excellency that it is useless to swell the estimated expenditure by scheduling an aimless list of works, a considerable portion of which are never commenced in the year for which provision has to be made, but we do consider that the construction of public works should be pressed on far more rapidly. As matters now stand it appears the contractors are allowed to go their own gait entirely. They do not appear to be pressed to complete the work within a reasonable time, and either are not paid at all, or inadequately so, when their work falls behind the contract date. The Law Courts were nearly 13 years in the building, the Post Office nearly 10 years. I have on previous occasions pointed out the great loss, from a business point of view, thus entailed in the community. I have already referred to the manner in which that urgently required work, the Typhoon Refuge, is being carried on, and which in its turn, unless far greater energy be displayed by the contractor, may repeat the unhappy story of the Law Courts and Post Office. The quarters at Taipo, the Bowen Road filter-beds, the Tsim Tsui Market, are all examples of the unbusiness-like methods adopted in executing important work. On even small matters, such as the paving of a short section of Ice House Road, the new time-bell tower, and the pedestal for the statue of H.E.H. The Duke of Connaught, months are spent where a few weeks at the most should have been sufficient. Our criticism in the past seems to have been of no avail, and the contractors appear to have everything in their own way. In the interests of the ratepayers of Hongkong we consider the time has now arrived when we should no longer content ourselves with criticism; we must act. We desire on this occasion to make an earnest protest against the undue delay experienced in executing work in this Colony. The Public Works Department is estimated next year to require some \$2,000,000, or nearly 25 per cent. of our total revenue. Many reasons and excuses have been put forward for the long-drawn-out manner in which works are constructed. One is that funds are not always available. If this is the case, we consider it would be to the great advantage of the ratepayers where in special cases, such as the Law Courts, Typhoon Refuge, or Tytan Reservoir, works all requiring a large expenditure, the Government should be authorised by the Secretary of State to raise short loans repayable, say, in five years. This would enable the work to be pushed on far more rapidly, than is often at present the case.

We understand a special committee has been appointed to enquire into the building of the Tsim Tsui Market. We would go further and now ask that a copy of the report of this debate be forwarded to the Secretary of State for the Colonies, and that the right honourable gentlemen be requested to sanction the appointment of Commissioners (under Ordinance No. 13 of 1886) to fully enquire into the administration and working of the Public Works Department. Also to enquire into the causes of past delays in the execution of public works and to suggest means for preventing a repetition of such delays in future. We believe that the result would be highly beneficial to all, and that in the future the execution not only of Government, but also private, works would be greatly facilitated and improved. There is only one other point, your Excellency, to which I shall refer. I have spoken on more than one occasion with regard to the man-

agement for obtaining soil from the shore, is not practicable with the whole of the Far East, Singapore and Kobe. It is very difficult to get any reliable figures, but we had one estimate which has been submitted by the Chamber to you. Excellency. It seems a low one, but at the same time I gathered that a 15 kilowatt station available for 1,500 miles could be erected for something like \$16,000, while a 20 kilowatt station would cost about half as much again and give a longer range. We understand, of course, that this is a very important question, and cannot be settled by the local government, as questions of Imperial defence are involved, and may be the Home Government will decide that 1,500 miles range is not sufficient for their needs. That we do want a station at least that power is, I think, the unanimous opinion of all those interested in the Colony. Another point to which I would like to refer is in the training of nullahs. A sum of only \$30,000 has been set aside for this very important work, and as the Sanitary Board have pins before them for the training of many miles at the earliest possible moment. I think this grant ought to be increased. Another small matter is the question of putting gratings over the entrance to storm drains. They exist in the town, but not on the Peak, and we know of one case where a leading resident lost his life by falling into one two or three years ago, and the only wonder is that other accidents have not occurred. Another point to which I would refer is the military contribution.

HIS EXCELLENCE The hon. member will excuse me. That is scarcely in order, as it is excluded from the vote. We have in the orders of the day a Bill dealing with the subject, and the discussion had better come under that heading.

HON. MR. HEWETT—Very good, Sir. Your Excellency wound up by referring to the revenue of the Colony, which is now some \$7 million dollars. This, of course, shows an enormous increase in the prosperity of the business of the Colony as compared with 20 years ago, when the revenue was a little under two millions.

But satisfactory as these figures may appear, we know perfectly well that for many months past the trade of the Colony has not been satisfactory. Your Excellency made some remarks in a speech some months ago of a distinctly optimistic nature, which I am afraid would hardly be endorsed to the full by many of the business men of the Colony, because at that time they found trade far from satisfactory.

Now we come to the question of the Magistracy. The total cost of the building is not a little sum, and we fully endorse the view of your Excellency that the finest site in the Colony will be built over, so that, at least from the harbour, the view of the Law Courts will be concealed. Now we come to the question of the Magistracy. The total cost of the building is not a little sum, and we fully endorse the view of your Excellency that the finest site in the Colony will be built over, so that, at least from the harbour, the view of the Law Courts will be concealed.

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## RUBBER SHARES.

## SINGAPORE QUOTATIONS.

Singapore, November 1, 1911.

[MESSRS. LYALL AND EVATT'S LIST.]

Nom. Value. Buyers. Sellers.

2s Allagar	3s 3d
2s Options	10s 1s
£1 Anglo-Java	3s 10s 4s
1 Anglo-Johor	5s 7s
2s Anglo-Malay	14s 6s 15s 10s
2s Anglo-Sumatra	57s 67s
1 Ayer Kusing	17s 21s
1 Banteng	40s 46s
2s Batan	1s 10s 2s
1 Batu Caves	20s 22s 6s
1 Batu Tiga	6s 7s 1s
2s Beaumarit Borneo	16s 3s 18s 9s div.
1 Bukit Keng	41s 42s 41s
1 Bukit Lintang	7s 8s 8s
2s Bukit Mortajam	2s 2s 2s
2s Bukit R. Jah	200s 225s 9s div.
2s Bukit Salangor 1s 3d	1s 6s 6s div.
2s Carav United 5s pd.	5s 6s 9s pm.
1 Castlefield	12s 6s 15s 6s
2s Chersones	3s 3s
2s Cheshire Options	1s 1s 1s
2s Chittagong	1s 1s 1s
2s Closy Ord	28s 32s
2s Consolat Prof.	28s 32s
2s Consolidated Malay	13s 6s 14s 10s div.
£1 Damansara	9s 8s 10s
1 Demutikawa	21s 9s 23s 6s
2s Edinburgh	8s 9s 3s
2s Feudal Solangor	172s 6s 200s div.
2s Galang Besar	3s 10s 6s
2s Golconde	67s 77s 9s div.
1 Golden Hope	70s 82s 5s div.
1 Hajeeop	6s 6s 7s 1s
1 Harpeur	16s 18s 26s
2s Hockwood	3s 6s 4s 5s div.
2s Highland & Lowlands	67s 6s 72s 6s div.
1-1s Kenganth	13s 5s 150s 6s div.
2s Jasin	1s 1s 1s
£1 Johor R. Lands 10s pd.	5s 10s pm.
1 Juang	11s 13s 15s
2s Kampong Kwantung	9s 1s 11s
2s Kamusing 1s pd.	2s 4s 31s pm
2s Kapsar 1s pd.	4s 5s 56s div.
£1 Kapas Paro	122s 6s 136s 10s div.
1 Keptigalla	9s 3s 10s
2s Kepong	10s 6s 120s
2s Kola Tuggi	1s 2s 2s
2s Kuala Lumpur	10s 3s 115s 9s
2s Lubu (F.M.S.)	9s 6s 66s 9s
2s Lumitou	6s 50s 68s
1 Ledbury 1s pd.	15s 2s 28s pm
2s Linggi Ord.	32s 34s 48s
2s London Asiatic	8s 6s 9s 4s div.
2s Lum 1s 6s pd.	7s 6s 12s 6s pm
1 Malacca 7s 2s Prof.	17s 6s 180s
1 Ord	18s 1s 195s
2s Merlimau	3s 4s 5s 11s
2s Options	1s 2s 10s
2s Mount Austin	30s 35s
1 N. Hockmeek 19s pd.	57s 6s 65s pm
2s Padang Java	2s 3s 26s
2s Pataling	33s 9s 37s 3s
2s Peleph	3s 4s
2s Perak	6s 7s
2s Permas	16s 18s 28s
2s Port Dickson 1s pd.	2s 28s
1 Rembau Prof.	32s 6s 40s
1 R. Est. of Johore 15s pd.	2s 6s 2s 10s
2s R. Est. of Krian	2s 6s 2s 10s
2s R. Invest Trust 10s pd.	4s 7s 5s pm
1 Sagga	180s 20s 20s
1 Sapong	22s 25s
2s Seaford	82s 6s 91s 10s div.
1 R. Est. of Johore 15s pd.	32s 6s 40s
2s R. Est. of Krian	2s 6s 2s 10s
2s R. Invest Trust 10s pd.	4s 7s 5s pm
1 Sangi	180s 20s 20s
1 Sapong	22s 25s
2s Selangor	35s 6s 39s
2s Sembayan	26s 3s 90s
2s Seramban	57s 6s 65s
1 Sheldor	42s 6s 48s 9s
1 Singapura	37s 6s 42s 6s
2s Singapore Para	3s 3s 3.9s div.
2s Straits S. Eartam	5s 5s 5s
2s Straits Rubber	80s 92s 92s
2s Sumatra Para	8s 3s 9s div.
2s Sungai Choh	50s 70s
2s Sungai Karan	9s 1s 10s 1s div.
2s Sungai Krian Prof.	2s 28s
1 Sungai Salak	61s 3s 72s 6s
1 Sungai Way	89s 9s 100s
1 Tangkak Malim 126s pd.	6s 1s 1pm
1 Tetra	16s 20s 48s 9s
2s Tengahelye	88s 9s 96s 3s div.
1 United S. Dardang	85s 9s 93 9s
1 United S. Betong	19s 22s 6s
2s United Sumatra	6s 6s 6s div.
2s United Temisang 1s pd.	8s 6s 6s div.
2s Valdi Or	1s 8s 22s
2s Valambrosa	24s 26s
2s Yam Seng	7s 12s 8s 3s
2s Aler Gajah	\$150 1s 140
10 Ayer Hitam	32.00 35.00
1 Ayer Kusing	6.00 0.70
1 Ayer Melaka	1.72s 1.77s
5 Ayer Panas	4.50 4.80
1 Halipon	5.75 6.00
Bukit Timah	10.00 12.00
1 Bukt K. H.	0.72s 0.75s
10 Changalit Sardang	4.75 4.90
10 Cheras 8s pd.	2.25 3.00pm
2s Duff	5.52s 5.85
2s Glenday	1.45 1.50
5 Haytor	5.00 6.25
10 Hentian, 8s pd.	1.50 div. 50s 60s
10 Hengkiri	6.00 6.50
1 Jina	0.25
5 Kedemak, 8s pd.	3.25s 4s 29. div.
5 Kemps	1.85 2.05
5 Lunnas	1.00 1.25
1 Malaka Pinda	0.52s 0.60
2 Malakoff	1.80 1.90
5 Mantin, 14.25 pd.	1.00 0.50 div.
5 M. rui	1.35 1.75
2 New Serendab	1.95 2.00
5 New Singapore	5.05 5.10
1 Nivans	0.25 0.30
5 Paitan	9.25 9.75
1 Pantai	0.90 1.00
10 Pergol	25.00 25.50 div.
10 Palau Holing, 8s pd.	1.50 1.25 div.
1 Pangkor	0.50 0.55
5 Radja	8.50 9.50 div.
2 Sandymont	16.00 17.00 div.
2 Singapore & Johor	9.00 9.50
2 Sungai Bagan	0.78 0.85
10 St. Helen	15.00
1 Tambak	0.50 0.524
5 Teluk Anson	1.85 4.00
2 Trafalgar	0.65 0.75
1 Ulu Padiam	0.48 0.50
1 United Malacca	0.524 0.60
1 United Singapore	1.00 1.10
Rs. 5 J. Jebong	\$117.50 125.00

"WITH DOG AND GUN IN THE NEW TERRITORY."

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Hongkong, 29th October, 1910.



## VAPIER JOHNSTONES' "SQUARE BOTTLE"

## WHISKY.

## UNVARIED FOR OVER

## 150 YEARS.

## THE SAME TO-DAY AS IN

## 1745.

## BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG, LANE, CRAWFORD &amp; CO., and from ALL WINE MERCHANTS.

[56]

## SHANGHAI SHARE QUOTATIONS, ON 25TH OCTOBER, 1911.

[J. P. BISSET &amp; CO.'S LIST.]

COMPANY. PAID UP. QUOTATION

Hanks.	\$126	\$10; buyers
Insurance.	\$100	buyers
North-China	25	Tls. 101
Yangtze Assooc.	100	225; sellers
Canton	50	214; sellers
Hongkong Fire	50	300; sellers
China Fire	20	127; buyers

Shipping.—

Docks & Warehouses.—  
Shai Dock & Eng...  
H. & W. Dock...  
S. & H. K. Wharf...  
H. K.loon W. & G...  
YangtzeMining.—  
Raub Australian...  
Chinese Eng. & Min.Lands.—  
Shai Investment...  
H'kong Investment...  
Hampshire's Estate...  
Weihsien...  
China...  
Anglo-FrenchPlantations.—  
Aina Estates, Ltd...  
Ayer Taiwan Rubber...  
Pation Co. Ltd...Cottons, etc.—  
Ewo...  
International...  
Lau Kung Mow...  
Soy Chee...  
Shanghai Cotton...Industrial.—  
A. Butler Cement...  
The Works...  
Anglo-Ger. Brewery...  
China Flour Mill...  
China Im. & Ex...Lumber...  
C. Sugar Refining...  
Green Is. Cement...  
Matschappi, &c...Major Brothers...  
Scharf's Oil & Bone...  
Mills...Shanghai Electric...  
Construction...  
Shanghai Electric &...  
Asbestos...Shanghai Gas...  
Shanghai Ice...  
Shanghai Pulp & Paper...  
Shai Waterworks...Stores.—  
Hall & Holtz...  
L. Llewellyn...  
A. S. Watson & Co...Central Ordinary...  
Central Founders...  
S. Mounts & Co...  
Weeks & Co...Lane, Crawford & Co...  
Dunning & Co...Hotels:—  
Astor House Hotel...  
Hotel des Colonies...On Sale at—  
Hongkong: "DAILY PRESS" Office...  
"Meats, Butter & Co."...  
Canton: "A. S. Watson & Co."

Price ... ... \$1.75

On Sale at—  
Hongkong: "DAILY PRESS" Office...  
"Meats, Butter & Co."...  
Canton: "A. S. Watson & Co."

with which is incorporated

## NOTICES TO CONSIGNEES.

## FROM EUROPE.

## THE H.A.L. Steamship

## "SLOVANIA."

Captain Solmer, having arrived, Consignees of Cargo are hereby informed that their Goods are landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary is given to-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 9th inst. at 9.30 A.M.

No Fire Insurance will be effected in any case whatever.

This Steamer brings on Cargo:

Ex.s.s. "Gibraltar" from Seulab.

Ex.s.s. "Tunmar" from Salinah.

Ex.s.s. "Bundula" from Skian.

HAMBURG-AMERIKA LINIE,  
Hongkong Office,<br

REGULAR SERVICE FROM HONGKONG TO  
VANCOUVER, B.C.  
SEATTLE &  
PORTLAND (Or.)

VIA  
SHANGHAI AND JAPANESE PORTS.  
CARRYING CARGO ON THROUGH BILLS OF  
LADING TO ALL OVERLAND COMMON POINTS.

FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.)	FOR MANILA.
STRATHLYON 21st Nov.	ORTERIC 15th Nov.
ORTERIC 5th Dec.	RYGJA 2nd Dec.
RYGJA 20th Dec.	SUVERIC 14th Dec.
1912	1912
SUVERIC 9th Jan.	KUMERIC 3rd Jan.

To be followed by other Steamers of the Company at  
regular intervals.  
Calling at AMOY and KEELUNG if sufficient  
inducement offers.  
The BANK LINE Steamers are of the Newest Design,  
have most Commodious Accommodation, and are fitted with  
Electric Light and Wireless Telegraphy.  
Special Parcel Express to America and Canadian Points.  
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.  
TELEPHONE No. 780, KING'S BUILDING, PRAYA CENTRAL.

ORIENTAL AFRICAN LINE.  
NEW LINE OF STEAMERS  
TO  
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE  
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the  
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.  
S.S. "DUNERIC" 3,000 tons ... to be despatched End January, 1912.  
S.S. "KATANGA" 5,600 tons ... to follow.

And regularly thereafter.  
For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,  
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and  
CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.

PROPOSED SAILINGS.  
FROM HONGKONG: 25th November.  
FROM COLOMBO: 10th December.

For Rates and Further Information, apply to—  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.

CONFERENCE - WEIR LINE.  
REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT  
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers  
at CALCUTTA.

PROPOSED SAILINGS.  
FROM CALCUTTA: End November.

For Rates of Freight and Further Particulars, apply to—  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.

Hongkong, 31st October, 1911.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA  
HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.
MANCHURIA	27,000	
MONGOLIA	27,000	
KOREA	18,000	

\* Twin Screw.  
All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of  
Passengers, and are Equipped with Wireless Telegraphy.

THE P.M. SS. "SIBERIA" will be despatched for SAN FRANCISCO  
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU,  
on FRIDAY, 10th November, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX  
MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS  
ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application  
To European Points: Officials of any European Naval, Military, Diplomatic, Consular  
and/or Civil Services located in Asia, to European Officials in the Services of the Governments  
of China and Japan. To United States Points, Commissioned Officers of the United States  
Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of  
U.S. Diplomatic Services, U.S. Consul Generals, Consuls and Vice-Consuls located in Asia.  
To United States and Canadian Points: Members of the Naval, Military, Diplomatic and  
Consular Officials of the Governments of China and Japan. Between China, Japan and  
Manila to Officials of U.S. Diplomatic Service, U.S. Consul Generals, Consuls and Vice-Consuls  
located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H.  
Services. These Special Rates apply when travelling at their own expense and to their families.  
To all Points—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA ..... 10,200 Tons ..... FRIDAY, 17th Nov., at 1 P.M.

PERSIA ..... 9,000 Tons ..... FRIDAY, 5th Jan., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGA-  
SAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, 17th Nov., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SAFETY SERVICE is furnished at Intermediate Rates.

FARES: HONGKONG to LONDON via Canadian Atlantic Ports, £43.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJILATJAP.	JAVA	First half of Nov.	SHANGHAI	First half of Nov.
TJILIWONG	SHANGHAI	First half of Nov.	JAVA	First half of Nov.
TJIPANAS	JAVA	First half of Nov.	JAPAN	Second half of Nov.
TJIMANOEK	JAVA	Second half of Nov.	JAPAN	Second half of Nov.
TJITAROEM	JAVA	Second half of Nov.	JAPAN	Second half of Nov.
TJIMAH	JAVA	First half of Dec.	JAVA	First half of Dec.
TJIBODAS	JAVA	First half of Dec.	SHANGHAI	First half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor, Hongkong, 3rd November, 1911.

SHANGHAI RACES

ANALYSES OF WINNERS.

OWNER	1ST	2ND	3RD
Mr. F. B. Marshall	8	4	2
B. P. Kongsi	2	2	1
Mr. Kobe	2	1	—
Mr. Clef	2	1	—
Mr. John P. S.	2	3	—
Mr. Flash	1	2	2
Mr. Gaugton	1	2	1
Mr. Habitant	1	2	—
Mr. Paul	1	1	2
Mr. E. A. Slee	1	—	—
Mr. Ring	1	—	—
Mr. Argyle	1	—	—
Mr. A. D. Bell	1	—	—
Mr. Glenday	1	—	—
Mr. Macgregor	1	—	—
Messrs Winsome and Hasty	1	—	—
Mr. Durgor	2	2	1
Mr. Elm	2	1	—
Mr. Dick Turpin	2	1	—
Colonel Bruce	1	2	—
Mr. Robson	1	1	—
Mr. Mohawk	1	1	—
Mr. Jordan	1	1	—
Mr. Carlisle	—	—	—
Mr. Fernando	—	—	—
Mr. Neville	—	3	—
Mr. Downey	—	2	—
Mr. Perny	—	1	—
Mr. Elphinstone	—	1	—
Mr. Studish	—	1	—
Mr. Lieutand	—	1	—

JOCKEY.

Mr. Johnstone	8	4	3
Mr. Moller	4	3	1
Mr. Burkhill	3	3	2
Mr. Laurence	3	1	1
Mr. Alderton	2	2	—
Mr. Rowe	1	2	1
Mr. Crighton	1	2	—
Mr. Morris	1	1	—
Mr. Anderson	1	1	—
Mr. Dalgarno	1	—	4
Mr. Meyerink	1	—	—
Mr. Vida	1	—	—
Mr. Cunningham	2	5	—
Mr. Springfield	2	1	—
Mr. Dalgleish	1	1	—
Mr. Hayes	1	1	—
Mr. Vernon	1	2	—
Mr. Schnorr	1	—	—
Mr. Lientand	1	—	—

PONY.

Cherry Tree	4	—
Flashlight	2	1
Tomtit	2	1
Rice Bird	2	1
Dromilith	2	1
Macraeo	1	2
Willow Tree	1	2
Capsicum	1	2
Mandolin	1	2
Perfumier Tree	1	1
Ebony Tree	1	1
Royal Rose	1	2
Stradarens	1	1
Cypress Tree	1	1
Kingdom	1	1
Hankow	1	1
Merrick	1	1
Workman	1	1
Salvator	1	1
I'm Off	1	1
Just in Time	2	2
Mahatma	2	1
Carlisle	2	1
Compensated	2	1
Sir James	1	2
Fulham		

## SHIPPING

## ARRIVALS

ANKH, British str., 1,350, J. B. Harris, 9th November—Shanghai 5th Nov., General Butterfield & Swire.  
BENLEID, British str., 1,234, William Hastie, 9th Nov.—Singapore 2nd Nov., General Butler.  
CHINATUNG, British str., 9th Nov.—Canton.  
DELTA, British str., 8,089, E. P. Martin, R.N.R., 9th Nov.—Boulogne 25th Oct., Mails and General P. & O. S. N. Co.  
JINSHAN MARS, in Chinese str., 3,784, M. Moshida, 9th Nov.—Singapore 9th Nov., General Nippon Yusen Kaisha.  
LAKEFRONT, British str., 1,346, C. G. Page, 9th Nov.—Salmon 4th Nov., Rice and General Wo Fat Sing.  
STONE NORDISK, Danish cable str., 595, C. Tofte, 8th Nov.—Shanghai 5th Nov.—G. T. Tel.,  
TRIUMPH, German str., 769, W. Langenbawer, 8th Nov.—H. P. Hong 2nd and Hoihow 6th Nov., General—Johsen & Co.

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE  
9th November.  
Delta, British str., for Shanghai.  
Harden, British str., for Swatow.  
Ji-son Maru, Japanese str., for Shanghai.  
Sachsen, German str., for Bangkok.  
Siberia, American str., for San Francisco.  
Sunbeam, British str., for Hoihow.

## DEPARTURES

9th November.  
CHINHUA, British str., for Shanghai.  
HAN-1, French str., for Haiphong.  
LIGHTNING, British str., for Singapore.  
NINGCHOW, British str., for Nagasaki.  
PHEUMPHIN, British str., for Sizion.  
TIENTHIN, British str., for Swatow.  
WUHU, British str., for Canton.

## SHIPPING REPORT

The German str. *Triumph* reports: Fine weather and N.E. swell.  
The Dutch str. *Stone Nordisk* reports: Strong N.E. gale and high swell.  
The British str. *Delta* reports: From Singapore to Hongkong—moderate monsoon with considerable N.E. swell and fine weather.

## PASSENGERS ARRIVED

For *Beale*, from Singapore, Mr. Ward.  
For *Delta*, for Hongkong, from London, Mr. Anne and Miss Edel Edvards, Mr. G. Jackson, Mr. A. J. Saville, Mr. and Mrs. Boulger, Mr. G. Atwell, Capt., and Mrs. Northern, from Manila, Mrs. W. F. Oldham; from Bombay, Miss C. Bromby; from Port Said, Mr. D. Hirschfeld, Mr. C. Elford; from Peking, Mr. J. L. Wells; from Singapore, Rev. W. F. Oldham, Mr. W. C. Crookson, Rev. B. Vaughan, Mr. P. J. Judd, Mr. J. H. Morrison, Messrs. A. L. and N. S. Ping; from London, for Manila, Mr. and Mrs. H. H. Gibbons, Mr. Chas. Nitkeoff, Mr. Shand, from London, Mr. L. N. Spark, Miss M. Hamilton, Mr. and Mrs. Hobart and infant, Miss M. Watson; from Singapore, Miss B. Watson, Mr. Holding, Miss Blundell and Mr. C. W. Ure.

## VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE  
(WITH LIBERTY TO CALL AT MALABAR COAST).  
PROPOSED SAILINGS FROM HONGKONG:

FOR BOSTON AND NEW YORK.  
S.S. "ERROLL" ... On or about 16th Nov.  
For Freight and further information, apply to  
PODWEIL & CO., LTD.,  
Agents.  
Hongkong, 26th October, 1911. [129]

## CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER DIRECT.

## THE Steamship

"STRATHLYON."  
FROM HONGKONG,  
ON TUESDAY, THE 21st NOVEMBER.

To be followed by the Steamers  
ORTERIC ... 5th Dec.  
BYGJA ... 20th Dec.  
SUVERIC ... 9th Jan 1912.

Bills of Lading issued to Overland Points in Canada, the United States and to the West Indies.

For further information regarding freight rates, apply to

CANADIAN PACIFIC RAILWAY CO.,  
Hongkong.  
Hongkong, 8th November, 1911. [133]

## HONGKONG—BOSTON &amp; NEW YORK.

AMERICAN ASIATIC S.S. CO.  
FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.  
(With liberty to call at the Malabar Coast.)

"INDRAMAYO," ... About 30th Nov.  
For freight and further information, apply to—  
SHEWAN, TOMES & CO.,  
General Agents.  
Hongkong, 7th November, 1911. [133]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "n," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATTHESON & CO., LTD.	About 11th inst.
LONDON, &c., VIA USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	S. Barham	P. & O. S. N. CO.	To-morrow at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	MALTA	Brit. str.	—	G. M. Montford, R.N.R.	ABOUT 15th inst.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	SACHSEN	Gor. str.	k. w.	Wagner	HAMBURG-AMERIKA LINER	On 12th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Gor. str.	k. w.	Lanning	HAMBURG-AMERIKA LINER	On 16th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITHONA	Gor. str.	k. w.	Kotze	HAMBURG-AMERIKA LINER	On 6th Dec.
FESTINERFELS	SLAVONIA	Gor. str.	k. w.	Saudschell	HAMBURG-AMERIKA LINER	On 23rd inst.
ATSUWA MARU	ATSUWA MARU	Jap. str.	—	Selmer	HAMBURG-AMERIKA LINER	On 7th Dec.
HITACHI MARU	HITACHI MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
PANAMA MARU	PANAMA MARU	Jap. str.	—	T. Yamazaki	NIPPON YUSEN KAISHA	On 6th Dec., at D'light
SKATTE MARU	SKATTE MARU	Jap. str.	—	T. Yamazaki	OSAKA SHOSEN KAISHA	On 14th inst., at 11 A.M.
INABA MARU	INABA MARU	Jap. str.	—	T. Yamazaki	OSAKA SHOSEN KAISHA	On 29th inst., at 11 A.M.
YORK	YORK	Gor. str.	—	T. Yamazaki	NIPPON YUSEN KAISHA	On 5th Dec., at Noon
CHINA	CHINA	Aus. str.	—	T. Yamazaki	MELCHERS & CO.	On 15th inst., at Noon
VANDALIA	VANDALIA	Ger. str.	k. w.	—	SANDER, WIELER & CO.	On 27th inst., at 2 p.m.
EBIGOL	EBIGOL	Brit. str.	—	—	HAMBURG-AMERIKA LINER	On 23rd inst.
INDRANAVO	INDRANAVO	Aus. str.	—	—	DODWELL & CO., LTD.	ABOUT 16th inst.
AFGHAN PRINCE	AFGHAN PRINCE	Aus. str.	—	L. James	SHIENWAN, TOMES & CO.	ABOUT 30th inst.
STRATHLYON	STRATHLYON	Brit. str.	—	—	ARNHOLD, KABERG & CO.	ON 9th Dec.
STRATHLYON	STRATHLYON	Brit. str.	—	—	THE BANK LINE, LIMITED	ON 21st inst.
EMPEROR OF JAPAN	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	ON 21st Dec.
MONTEAGLE	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	ON 30th Dec., at Noon
SIBERIA	SIBERIA	Brit. str.	—	E. Beetham	PACIFIC MAIL S.S. CO.	TO-DAY, at 1 P.M.
CHIYODA MARU	CHIYODA MARU	Jap. str.	—	W. W. Greene	PACIFIC MAIL S.S. CO.	ON 17th inst., at 1 P.M.
ST. ALBANS	ST. ALBANS	Brit. str.	—	—	TOYO KISEN KAISHA	ON 1st Dec., at Noon
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	MELCHERS & CO.	TO-MORROW
COLENCE	COLENCE	Ger. str.	—	—	TOYO KISEN KAISHA	ON 24th inst., at Noon
HONGKONG MARU	HONGKONG MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	ON 2nd Dec., at 10 A.M.
JINSEN MARU	JINSEN MARU	Jap. str.	—	—	MELCHERS & CO.	ON 13th Dec., at Noon
COBLENZ	COBLENZ	Ger. str.	—	—	MELCHERS & CO.	TO-DAY
NIKKO MARU	NIKKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	ABOUT 14th inst.
TIKINI	TIKINI	Dut. str.	1 m.	—	JAVA-CHINA-JAPAN LINER	ON 22nd inst., at Noon
KUEIJOHOW	KUEIJOHOW	Brit. str.	—	T. Sekine	BUTTERFIELD & SWIRE	QUIET DISPATCH
CHIPOHNG	CHIPOHNG	Brit. str.	—	L. Klugkist	JARDINE, MATTHESON & CO., LTD.	ON 14th inst., at 4 P.M.
NANCHANG	NANCHANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	ON 12th inst., at D'light
DELTA	DELTA	Brit. str.	—	—	TO-DAY, at 4 P.M.	TO-DAY
ANHUI	ANHUI	Brit. str.	—	—	TO-DAY, at 10 A.M.	TO-DAY
KWONGSANG	KWONGSANG	Brit. str.	—	—	TO-MORROW, at Midnight	TO-MORROW
CHENAN	CHENAN	Brit. str.	—	—	ON 12th inst., at D'light	TO-MORROW
ROON	ROON	Brit. str.	—	—	ON 16th inst., at 4 P.M.	TO-MORROW
LINAN	LINAN	Brit. str.	—	—	ABOUT 16th inst.	TO-MORROW
SCANDIA	SCANDIA	Brit. str.	—	—	ON 16th inst., at 4 P.M.	TO-MORROW
BANCA	BANCA	Brit. str.	—	—	ON 16th inst., at 4 P.M.	TO-MORROW
BOMBA MARU	BOMBA MARU	Jap. str.	—	—	ON 16th inst., at 4 P.M.	TO-MORROW
ORYON	ORYON	Swed. str.	—	—	ON 16th inst., at 4 P.M.	TO-MORROW
TIHALJAP	TIHALJAP	Dut. str.	—	—	ON 16th inst., at 4 P.M.	TO-MORROW
DAIJIN MARU	DAIJIN MARU	Jap. str.	—	—	ON 16th inst., at 4 P.M.	TO-MORROW
SOSHU MARU	SOSHU MARU	Jap. str.	—	—	ON 16th inst., at 4 P.M.	TO-MORROW
HAIYANG	HAIYANG	Brit. str.	2 h.	J. W. Evans	THE BANK LINE LTD.	ON 12th inst., at 10 A.M.
HAIYAN	HAIYAN	Brit. str.	2 h.	J. S. Roach	JARDINE, MATTHESON & CO., LTD.	ON 15th inst., at 10 A.M.
HAIYUN	HAIYUN	Brit. str.	2 h.	A. H. Stewart	SHIENWAN, TOMES & CO.	ON 18th inst., at 2 P.M.
HAICHENG	HAICHENG	Brit. str.	2 h.	W. C. Passmore	JAVA-CHINA-JAPAN LINER	TO-DAY, at 11 A.M.
TAIPEH	TAIPEH	Am. str.	2 h.	M. C. Smith	Douglas Lapeyre & Co.	ON 12th inst., at 10 A.M.
YUENSONG	YUENSONG	Brit. str.	2 h.	P. H. Rolfe	Douglas Lapeyre & Co.	ON 14th inst., at 11 A.M.
KAIFONG	KAIFONG	Brit. str.	2 h.	—	SHIENWAN, TOMES & CO.	TO-MORROW, at 2 P.M.
OTERIC	OTERIC	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	ON 14th inst., at 4 P.M.
LOONGSANG	LOONGSANG	Brit. str.	2 h.	—	THE BANK LINE LTD.	ON 15th inst., at 4 P.M.
RUPI	RUPI	Am. str.	2 h.	—	SHIENWAN, TOMES & CO.	ON 18th inst., at 2 P.M.
TIJLWONG	TIJLWONG	Dut. str.	2 h.	—	SHIENWAN, TOMES & CO.	ON 20th inst., at 4 P.M.
CAPEI	CAPEI	Dut. str.	2 h.	—	SHIENWAN, TOMES & CO.	QUIET DISPATCH
TOSA MARU	TOSA MARU	Jap. str.	2 h.	—	SHIENWAN, TOMES & CO.	TO-MORROW, at Noon.
POOKSANG	POOKSANG	Brit. str.	2 h.	—	SHIENWAN, TOMES & CO.	ON 14th inst., at Noon.
MIKES MARU	MIKES MARU	Jap. str.	2 h.	—	JARDINE, MATTHESON & CO., LTD.	ON 13th inst., at Noon.
BORNEO	BORNEO	Ger. str.	2 h.	—	JARDINE, MATTHESON & CO., LTD.	ON 16th inst., at Noon.
SUNGKIAH	SUNGKIAH	Brit. str.	2 h.	F. Sembil	NIPPON YUSEN KAISHA	BEGINNING OF NOV.
SI-KIANG	SI-KIANG	Fren. str.	2 h.	Mathins	BUTTERFIELD & SWIRE	TO-DAY, at 10 A.M.
			—	E. de Catalano	MESSAGERIES MARITIMES	ON 22nd inst., at 9 A.M.

## VESSELS ON THE BERTH

## FOR SHANGHAI

"DELTA"  
Captain E. P. Martin, will leave for Shanghai TO-DAY, the 10th inst., at 10 A.M.  
For Freight or Passage, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 10th November, 1911. [1]

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA, R.N.R.	10 A.M. 10th Nov.	Freight and Passage.
LONDON via USUAL PORTS	ARCADIA	Noon.	See Special Advertisement
LONDON and ANTWERP	MALTA, S.A.D.	About 15th Nov.	Freight and Passage.
VIA SINGAPORE, PE.	MALTA	About 15th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE, BANCA and YOKOHAMA	BANCA	21st Nov.	Freight only

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 10th November, 1911.

[1]

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HOIHOW & HAIPHONG	"SUNGKUANG"	On 10th Nov., 10 A.M.
NEWCHWANG	"NANCHANG"	On 10th Nov., 4 P.M.
SHANGHAI	"ANHUI"	On 11th Nov., Midnight
MANILA, CEBU and ILOILO	"KAIPIONG"	On 14th Nov., 4 P.M.
WEIHAIWEI and TIENTSIN	"KUEICHOW"	On 14th Nov., 4 P.M.
SHANGHAI	"CHENAN"	On 16th Nov., 4 P.M.
SHANGHAI	"LINAN"	On 18th Nov., Midnight

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried throughout. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIPONG" is situated on Deck, aft.

SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yungtze and Northern China Ports.

NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Wusong.

TELEPHONE 36

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE,

Hongkong, 10th November, 1911.

AGENTS. [10]

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOOCHOW

## AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING

"HAIKAN"	Capt. J. S. Ranch	FRIDAY, 10th Nov., at 11 A.M.
"HAICHING"	Capt. W. C. Pease	TUESDAY, 14th Nov., at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	SATURDAY, 18th Nov., at 2 P.M.
* The S.S. "HAIYANG" will not call at Swatow on outward trip.		

## FOR SWATOW AND RETURN.

(Occupying 5 Days).

"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 12th Nov., at 10 A.M.
		(WEDNESDAY, 15th Nov., at 11 A.M.)
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).		

For Freight and Passage, apply to—

DOUGLAS, LA PRAIRIE &amp; CO.,

GENERAL MANAGERS.

Hongkong, 10th November, 1911. [9]

## INDO-CHINA S. NAV. CO., LTD.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"NAMSANG", "YUENSANG", "CHIPSHING", "KWONGSANG", "FOOKSANG", "LOONGSANG"	Friday, 10th Nov., 4 P.M.
MANILA	"YUENSANG", "CHIPSHING", "KWONGSANG", "FOOKSANG", "LOONGSANG"	Saturday, 11th Nov., 2 P.M.
TIENSIN	"YUENSANG", "CHIPSHING", "KWONGSANG", "FOOKSANG", "LOONGSANG"	Sunday, 12th Nov., Dlight.
SHANGHAI	"YUENSANG", "CHIPSHING", "KWONGSANG", "FOOKSANG", "LOONGSANG"	Sunday, 12th Nov., Dlight.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG", "CHIPSHING", "KWONGSANG", "FOOKSANG", "LOONGSANG"	Monday, 13th Nov., Noon.
MANILA	"YUENSANG", "CHIPSHING", "KWONGSANG", "FOOKSANG", "LOONGSANG"	Friday, 18th Nov., 2 P.M.

## RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtao, Weihaiwei, Chefoo, Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., LTD.,

GENERAL MANAGERS. [15]

## HAMBURG-A MERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPF SCHIFFAHETS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

## OUTWARD.

FOR	ROTERDAM, HAMBURG & ANTWERP.	STEAMERS	TO SAIL
FOR SHANGHAI, KOBE & YOKOHAMA:	S.S. SACHSEN	12th Nov.	
	FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. ECADIA	16th Nov.
S.S. SCANDIA	18th Nov.	FOR HAVRE & HAMBURG:	S.S. FREIENFELS
S.S. DORTMUND	5th Dec.		23rd Nov.
S.S. SFGOVIA	14th Dec.	FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. SITHONIA
S.S. SILFSIA	27th Dec.		6th Dec.
S.S. AMBRIA	10th Jan.	FOR HAVRE, BREMEN & HAMBURG:	S.S. SLAVONIA
S.S. GOLDENEELS	24th Jan.		S.S. VANDALIA

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

[12]

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
PENYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 19th Jan., 1912.

\* Triple Screw, turbine engines.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KORE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 1st December, at Noon.

## INTERMEDIATE SERVICE.

THE Twin Screw S.S. "NIPPON MARU" (11,000 tons, Captain A. G. Stevens) will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KORE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

## SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
HONGKONG MARU	11,000	W. W. Greene	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	T. Yamaki	TUESDAY, 11th Feb., at Noon. 1912.
BUYO MARU	10,500	T. Yamaki	TUESDAY, 9th April, 1912.

Single and Round-Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

**PET. WILH. KROMMES  
ELBERFELD.**  
SILK RIBBONS,  
IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 10th November, 1911.

**C. G. BODEN & SOHNE,**  
GROSSROHRSDORF, I/Sa.  
BRACES AND BELTS.

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 10th November, 1911.

**Hoehl Extra Dry**  
gout américain

Sole Representative for Hongkong and South China  
Hugo C.A. Fromm, Hongkong.

Hongkong, 10th November 1911. (670-22)

**POST OFFICE NOTICE**

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for Postage purposes may be perforated but not obliterated.

For Until further Notice Parcels for the undermentioned places in China will not be accepted for transmission through the post:

Huipai, Szechuan, Kueichow and Hunan.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom and the Continent of Europe by the long sea route via Gibraltar will be closed in this Office to-day at 5 P.M. This Parcel Mail is due in London on or about the 15th of December. The subsequent Parcel Mail is not due to reach London before the 30th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents.

Parcels containing any article of Gold or Silver or Silver Mounted Goods must be insured for at least part of their value.

All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same. Regimental Buttons or Badges, Curved, Crossed or Dotted lines are not admissible. Coins must not be used for sealing.

The Clerks of the Post Office are not allowed to seal or to affix stamps on letters or parcels for the public.

Parcels that in the opinion of the officer accepting the same do not comply with the regulations will not be accepted.

For the public.

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